

CHANCE VUGHT

MODELS: Chance Vought (Navy) OS2U-1, -2, -3 and OS2N-1 (Approved 10/8/47)

SPECIFICATION NUMBER: Chance Vought L-24-2

(Eligible for certification in Limited Category only.)

(Holder of Limited Type Certificate: Carl F. Krogman, Washington, D.C.)

Engine	P&W R-985-AN-2, R-985-AN-8, R-985-48 and R-985-50
Fuel	87 minimum octane aviation fuel
Engine limits	Maximum, except take-off (Sea level) 34.5 in. Hg., 2200 rpm (400 hp) (5000 ft.) 33.5 in. Hg., 2200 rpm (400 hp) Take-off (one minute) 34.5 in. Hg., 2200 rpm (400 hp) or 36.5 in. Hg., 2300 rpm (450 hp)
Propeller	Hamilton Standard 2D30 hub; 6167A-12 blades (usable only on R-985 engines with 4-1/2 and 9 order dampers) or 6101A-18 blades (usable on R-985 engines with 4-1/2 order dampers and also on those with 4-1/2 and 9 order dampers)
Airspeed limits	Glide or dive - 250 mph
Maximum gross weight	5350 lbs. (Maximum gross weight for rough water landing 5200 lbs.)
C.G. range	23.3 percent to 33.4 percent MAC
Datum	100 inches forward of leading edge of wing at root chord
MAC	89.5 inches. L.E. MAC 100.4 inches aft of datum
Other operating limitations:	Navy T.O. 80-42 dated 11/5/42
Certification basis	Limited Type Certificate No. 23 (CAR 9 effective 11/21/46)
Production basis:	None may be approved under this approval.
Export eligibility	Not eligible for a Certificate of Airworthiness for export.

EQUIPMENT: No equipment other than engines and propellers are specified.
However, such equipment as required by Civil Air Regulations Part 43.30
for the particular operation authorized for NC aircraft must be installed.
Also, any additional equipment necessary for the proper operation of the
aircraft.

In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

- NOTE 1. Weight and Balance Report including list of equipment included in the certificated weight empty must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:
- (a) Required equipment as defined under "EQUIPMENT" above.
 - (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitation.

- NOTE 2. The following placards must be prominently displayed in the positions indicated:
- (a) In full view of the passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
 - (b) In the cockpit in full view of the pilot:
"Maneuvers prohibited:
Landplane: Inverted flight, prolonged spin.
Seaplane: Loop, aileron roll, chandelle, Immelman turn, inverted flight, prolonged spin."

- NOTE 3. The following statement must appear on the Operation Limitations, "This airplane must be operated at all times within the limitations set forth in Navy Technical Order No. 80-42 except for limitations specifically called out in Aircraft Specification AL-24 in which case the values given in the Specification must be observed. A copy of Navy Technical Order 80-42 and Aircraft Specification AL-24 must be carried during flight." In all cases it will be the responsibility of the applicant to secure copies of the Navy Technical Orders. The C.A.A. does not have these documents available for distribution.

- NOTE 4. If any repairs or modifications (other than those covered in the pertinent Navy repair manual) are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a C.A.A. representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

- NOTE 5. Prior to obtaining a certification for night operation, the following modifications to the exterior lighting must be made in order to comply with the general requirements of the Civil Air Regulations.

- (1) Position Lights
 - (a) Wing Tip - The type A-7 or A-8 light assemblies are not satisfactory and must be replaced with certificated light assemblies. The type A-9 (AN-3033-10 or AN-3033-5 through -8) light assemblies may be satisfactorily modified by painting the sand blasted portion of the inner surface of the AN-1042-3 and -4 covers black. The AN-3033-9 or AN-3033-1 through -4 or the AN-3022-1 through -4 light assemblies are satisfactory without modification.
 - (b) Tail - The type A-7, A-8 or A-9 light assemblies on the vertical stabilizer or the type D-1 (AN-3091-1 through -3) and the type D-2 (AN-3092-1 through -3) light assemblies on the tail cone are unsatisfactory and must be replaced with a certificated unit.
- (2) Position Light Installation - The position light shall be installed to comply with the requirements of the CAR Parts 15.2 and 3.538.
- (3) Position Light Circuit and Control - The position lights (wing tips and tail) shall be controlled by one SPST switch. The circuit should be protected by its own fuse or circuit breaker. The individual wing tip and tail light switches with dim and bright positions and the dimming resistors shall be removed.
- (4) Other Exterior Lights - With the exception of the landing and anchor lights, other exterior lights are not required and may be removed, if so desired.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington, D.C. Attn: A-299.

